

a tread portion provided with a block pattern being asymmetric about the tire equator, said tread portion having an inside tread edge and an outside tread edge to be placed on the inside and outside of a vehicle, respectively,

inside lateral grooves extending from the inside tread edge to the tread center region, each said inside lateral groove having a groove center line X5 inclined at an angle $\theta 5$ of from 70 to 100 degrees with respect to the tire circumferential direction,

the first outside connecting groove having a first groove center line X1, the second outside connecting groove having a second groove center line X2, the third outside connecting groove having a third groove center line X3, the fourth outside connecting groove having a fourth groove center line X4, the first to fourth groove center lines X1 to X4 inclined reversely to the groove center lines X0 of the outside lateral

grooves with respect to the tire circumferential direction, the inclination angles θ_1 to θ_4 of the first to fourth groove center lines X1 to X4 with respect to the tire circumferential direction being in a range of from 20 to 50 degrees and being different from each other.

2. The pneumatic tire according to claim 1, wherein the angles θ_1 , θ_2 , θ_3 and θ_4 of the first, second, third and fourth outside connecting grooves, respectively, satisfy the following condition: $\theta_1 > \theta_2 > \theta_3 > \theta_4$.

3. The pneumatic tire according to claim 2, wherein angle differences $\theta_1 - \theta_2$, $\theta_2 - \theta_3$ and $\theta_3 - \theta_4$ are not less than 5 degrees.